

Montana and the Sky



Vol. 40, No. 2

MONTANA AERONAUTICS DIVISION

February 1989

CONFERENCE DETAILS FINALIZED

With less than three weeks to go, plans for the 1989 Montana Aviation Conference are set. The Conference is planned for March 1 - 4, 1989, at the Copper King Inn in Butte.

An aviation event in Montana which has grown considerably since its inception in 1985, the Conference will offer something of interest to everyone interested in aviation. The 1989 Conference is a sanctioned Montana Centennial event.

Displays in the trade show will include every facet of aviation. Over forty-five exhibitors from all across the U.S. have reserved booth space. The trade show will open at 10:00 a.m. on Thursday, March 2, when the first coffee break of the Conference will be held in the exhibit area. The trade show will be open throughout the Conference with all coffee breaks, Friday's luncheon, and a hospitality hour being held in the exhibit area.

A special addition to exhibits this year will be a **heated hangar display** of new and antique aircraft in the Corporate Air hangar on the airport. The special display will be open beginning at 4:00 p.m. on Friday afternoon, March 3.

Speakers will include **Lawrence L. Burian**, president of the National Air Transportation Association; **Frank Kingston Smith**, Piper's aviation ambassador; and **Ann Holtgren Pellegrino**, aviation author, historian, and Earhart authority. Back by popular demand will be **Dr. Jerald Cockrell**, who will speak at an open session on Thursday evening, March 2. He will also conduct a "Flying Friends" Seminar for non-pilots on Friday morning.

In addition, numerous speakers will share their expertise with the aviation community at concurrent sessions throughout the three days.

Concurrent sessions will include a variety of topics including flying in Canada, airport promotion and management, legislation, survival, safety seminars, history, flying in the mountains, ELTs, and more. The annual Aeronautics Division's **Aircraft Mechanics Refresher Seminar** and the **Aerial Applicators Seminar** will also be held in conjunction with the Conference. Managers from the Northwest Mountain Region of the FAA will attend the Conference and conduct an **FAA Availability Session**. Leading this group will be Fred Isaac, Regional Administrator.

The Conference serves as the **annual meeting** of the Montana Pilots Association and the Montana Aviation Trades Association, and the **spring meeting** of the Montana Airport Management Association. Time has been set aside for **business meetings** for all of the state's aviation groups. In addition, there will be an open meeting of the Aviation Organizations of Montana. The Aeronautics Board will also hold a meeting during the Conference.

An **aviation education** program has been arranged for school youngsters. This will be held on Saturday, March 4. Panelists involved in aviation careers will speak to the students and informally answer questions and discuss the various possibilities for aviation careers. The Division's **Aerospace Workshop directors** will also hold a meeting on Saturday.

Plans have been made for a special

spouses/guests program on Friday. During the morning, Dr. Cockrell will conduct a "Flying Friends Seminar" for non-pilots only. On Friday afternoon, arrangements have been made for a tour of Butte which will include special tours of the Butte Arts Chateau and the Copper King Mansion. Admission will be free with presentation of your Conference registration name tag. Those interested in the tour are asked to sign up at the Conference registration desk no later than 10:00 a.m. on Friday. Sign-up is necessary so that guides at the Mansion can be prepared to handle the group. Buses will pick up tour participants at 1:30 p.m. immediately following the luncheon.

Meal tickets are sold separately from the registration fee but **MUST BE PURCHASED NO LATER THAN 24 HOURS IN ADVANCE**. This is extremely important in that accurate meal counts must be given to the hotel. Please reserve Thursday's luncheon ticket through preregistration. Friday's luncheon is free to paid participants. However, you must indicate your wish to attend at the time you register and pick up a ticket for admittance.

Thousands of dollars worth of **door prizes** have been donated to be given away during the Conference. You must be present to win.

Registration fees for the Conference are \$25 for an individual; \$35 for a family. This fee covers admittance to all events (with the exception of the seated luncheons and the banquet), coffee breaks in the display area, two free tickets to the

(continued on page 3)

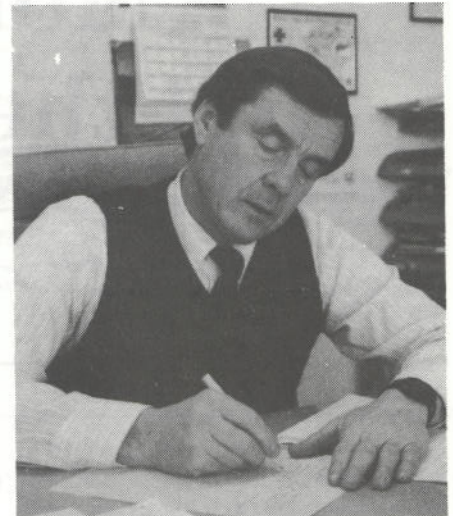
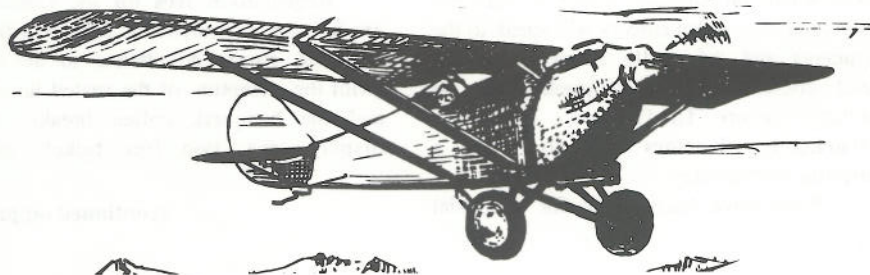
Administrator's Column

General Aviation Accidents Down in 1988. The National Transportation Safety Board has released their preliminary figures showing that general aviation accidents are down 5.6 percent from 1987. The 1988 figures fell below the previous record low in 1987 of 8.45 per 100,000 flight hours down to 7.95 in 1988. According to the NTSB figures, the number of GA fatalities declined 5.6 percent from 830 in 1987 to 782 in 1988. The regional/commuter airlines showed a marked improvement in 1988 with a 1.74 per 100,000 flight hours in 1987 down to .991 in 1988. Fatalities dropped from 61 in 1987 down to 21 in 1988. The major airlines showed 0.320 per 100,000 flight hours in 1987 down to 0.275 in 1988; however, the total fatalities were up to 285 fatalities in 1988 compared to 231 fatalities in 1987.

AOPA Chief Visits Helena. AOPA President John Baker, Cathy Izell, Executive Assistant, and Steve Bassett, Senior Vice President for Government and Technical Affairs, stopped off at the Aeronautics Division in Helena February 13. Baker was meeting with state aviation officials as well as governors and legislators in several western states as well as Alaska. It was my honor to be Mr. Baker's dinner guest. Others joining Mr. Baker at the informal dinner get together were Lt. Gov. Kolstad, Rep. Schye, Rep. Gilbert, Rep. Ream. Many aviation issues facing the nation were discussed.

1989 Conference. The 1989 Aviation Conference is shaping up quite nicely and, except for a few last minute disappointing cancellations, we have the program pretty well filled and finalized. I only hope Martha doesn't have a last minute nervous breakdown! The Butte co-hosts are putting forth a strong and involved effort to make this Conference an exciting and fun-packed event for everyone attending. This year for the first time there will be an aircraft exhibit in a donated Corporate Air heated hangar which is located only a short walk from the Copper King Conference center. We are anticipating several new aircraft as well as a few antiques and experimental homebuilt aircraft. Check your program for the scheduled time set aside for this exhibit as you won't want to miss it.

MONTCANASKA Get Together. We are planning on an informal get together for the MONTCANASKA Air Tour participants during the Conference. This get together had been planned for last fall but had to be postponed due to the firefighting activity. It is planned for the purpose of visiting, showing our photographs, swapping tales of the trip, and, most importantly, to renew lasting friendships made during this memorable event. Due to the busy, time consuming schedule, we will have to schedule this get together for Saturday evening immediately following the banquet.



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CONFERENCE DETAILS FINALIZED

(continued from page 1)

hospitality hour on Friday evening, and the luncheon in the display area on Friday beginning at 11:30 a.m. Name tags must be worn for admittance to all sessions.

A special **premier showing** of the new video, Montana Aviation - "A True Story." will be held on Friday evening, March 3. The premier will feature a hosted hospitality hour, introduction of the stars of the film, and the first public showing. Copies of the video will be sold at the Conference following the premier. The video was made possible through profits from last year's Conference, donations by Montana's aviation organizations, and donations from corporate sponsors. The film will be used as a public relations tool to tell the story of aviation to the people of the state.

Rooms for the Conference have been blocked at the Copper King Inn at the rate of \$40 for a single; \$45 for a double. Call the Copper King at 494-6666. In addition, rooms have also been blocked at the War Bonnet at \$44 for a single and \$49 for a double. Phone them at 494-7800. Be sure to mention that you will be attending the Montana Aviation Conference. Free shuttle service will be available between the Copper King and other motels.

A **registration form** and schedule outline appear elsewhere in this issue. Preregistration is recommended. Call the Montana Aeronautics Division at 444-2506 for more information.

SEE YOU IN BUTTE MARCH 1 - 4, 1989!!!

AOPA CHIEF VISITS HELENA



AOPA President John Baker and members of his staff are greeted at the Helena Airport by Mike Ferguson. Baker stopped in Helena on February 13 as part of a tour of several western states. (See Administrator's Column.) Pictured above are (from left): Steve Bassett, Senior Vice President for Government and Technical Affairs; Cathy Izell, Executive Assistant; Mike Ferguson; and John Baker, President AOPA.

EAA FOUNDATION OFFERS SCHOLARSHIPS

"The goal of the EAA Aviation Foundation Scholarship Program is to encourage, recognize, and support excellence in students pursuing knowledge of the technologies and the skills of aviation," according to Chuck Larsen, Educational Program Director of the Experimental Aircraft Association.

"Annual scholarships have provided assistance to deserving individuals who demonstrate a financial need in order to accomplish their aviation related goals. These scholarships, which range from modest grants to awards for full four-year degree programs, can set a student on the path to becoming a pilot, powerplant technician, mechanic, administrator, or engineer."

Larsen said that the scholarship program is open to all young people interested in aviation careers. Applicants should be "well rounded individuals involved in school and community activities as well as aviation and should have established an academic record that will show an ability to successfully complete the activity for which they are requesting the scholarship."

Applications for the EAA Aviation Foundation Scholarship Program and additional information on specific scholarships are available from the EAA Aviation Foundation's Education Department, Wittman Field, Oshkosh, Wisconsin 54903-3065, phone 414-426-4800.

CALENDAR

March 1 - 1989 Aircraft Registration Deadline.

March 1 - 4 - Montana Aviation Conference, Copper King Inn, Butte.

March 2 - 4 - Aircraft Mechanics Refresher Seminar, Montana Aviation Conference, Butte.

March 21 - Aviation Safety Program, Hamilton.**

March 22 - Aviation Safety Program, Libby.**

March 23 - Aviation Safety Program, Polson.**

April 1 - 1989 Pilot Registration Deadline.

April 5 - 7 - Combined Airports Conference and Northwest Chapter Meeting of the American Association of Airport Executives, Holiday Inn, Bozeman. (More information to follow.)

April 11 - Aviation Safety Program, Glasgow.**

April 12 - Aviation Safety Program, Sidney.**

April 23 - Aviation Safety Program, Miles City.**

May 19 - 21 - Benchmark Work Session. (Tentative)

June 12 - 30 - Aerospace Education Teacher Workshops.

July 8 - 9 - Montana Centennial Air Show Featuring the U.S. Air Force Thunderbirds, Gallatin Field, Bozeman.

July 14 - 16 - Schafer Meadows Work Session.

July 21 - 23 - Family Fly-In Flight Safety Expo, Coeur d'Alene, Idaho.

July 23 - Aug. 3 - EAA Fly-In Convention, Oshkosh, Wisconsin.

July 30 - Flathead Centennial Air Show Featuring the U.S. Air Force Thunderbirds and five other acts.

**Evening programs - times and places to be announced.



SYSTEM PLAN COMPLETED

By: Gerald C. Burrows, Chief
Airport/Airways Bureau

The Montana State Aviation System Plan has been completed as well as the Pavement Condition Surveys.

These plans were developed in cooperation with the Federal Aviation Administration under the Airport Improvement Program, which provided the majority of the funding.

Montana's first Aviation System Plan was developed in 1974 and updated twice - the last time in 1982. Montana's economic conditions and aviation industry have experienced unforeseen changes since that time. Deregulation, for example, has changed the type and level of commercial airline service to Montana communities. The intent of this plan is to accurately reflect the current needs and trends of aviation in Montana and to update the information concerning public use airport facilities.

The State Plan is very comprehensive, and we have listed the chapter titles to give you an insight as to what it contains: Introduction - Goals and Objectives; Existing System Inventory and Analysis; Forecast of Aviation Demand; Demand/Capacity Analysis; Individual Airport Requirements; Aviation System Requirements; Financial Analysis; Recommended Aviation System Plan and Plan Implementation.

Robert Peccia & Associates, Inc., of Helena developed the Plan. In addition, an ad-hoc Technical Advisory Committee, consisting of technically qualified local, state, and federal representatives, provided guidance for the consultant during the preparation of the study. (To get your copy, send in \$19.95 plus \$3.00 postage and handling to.....just kidding.)

The State Aviation System Plan is available at no charge to all airports listed in the Plan. We intend to make a separate mailing later, but please let us know if you would like one now. We'll have some at the Aviation Conference in Butte March 2 - 4 for your review. The Plan is also available to other interested parties, consultants, etc., on an extended loan basis.

Phase II of the Plan, developed concurrently, deals specifically with airport pavements. The Montana Aeronautics

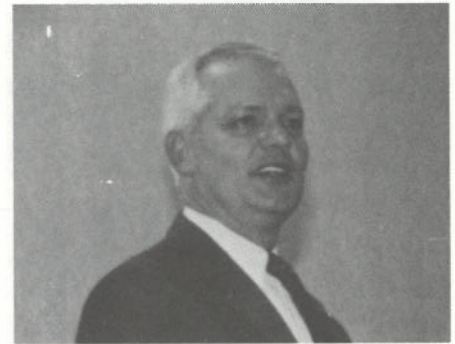
Division contracted with Morrison-Maierle, Inc., in association with Pavement Consultants, Inc., to perform pavement condition surveys at 45 selected Montana airports.

The purpose of the pavement condition surveys is to provide the Federal Aviation Administration and the Montana Aeronautics Division with a common index for comparing the condition and performance of airport pavements in terms of apparent structural integrity and operational surface condition. The survey results can also be used to provide a rational basis for justifying pavement rehabilitation projects and to provide feedback on pavement performance for validating and improving current pavement design, evaluation, and maintenance procedures.

This report, as you may surmise, is very technical with a great deal of engineering data that only makes sense to another engineer.

This report is available on a loan basis to engineering firms, consultants, airports, and others who have a need for this type of technical data for their airport improvement projects. We'll have a copy of this at Butte, also.

COCKRELL TO RETURN TO CONFERENCE



Dr. Cockrell launches into a routine on airline "barf bags" during a session at the 1988 Conference in Billings.

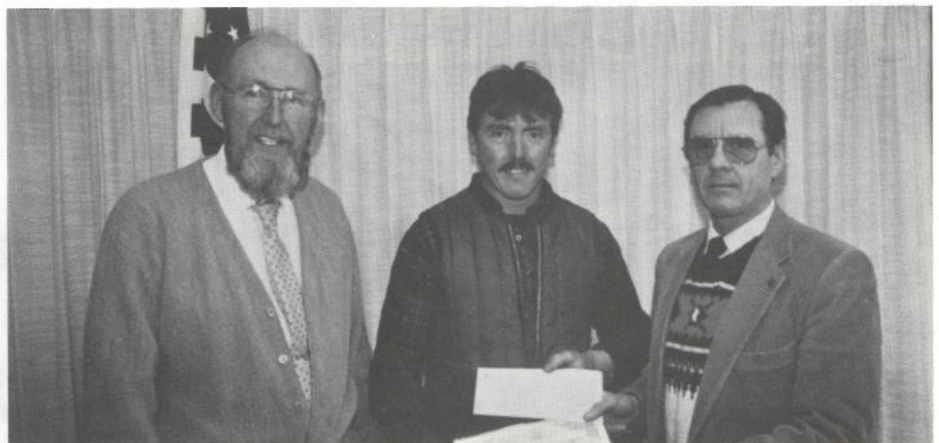
Back by popular demand, Dr. Jerald Cockrell will again attend the Montana Aviation Conference. Dr. Cockrell is Director of Safety for MARKAIR, Anchorage, Alaska.

An aviation psychologist and humorist, Dr. Cockrell holds a Ph.D. degree in psychology from the University of Mississippi and has worked as a clinical psychologist.

In conducting affiliation safety programs, Cockrell has spoken in every state in the Union. He gave the first flight instructor clinic in Africa and has conducted aviation safety programs all over the world. He is a member of the Aviation Psychologists Association.

Dr. Cockrell will be featured at an open session on Thursday evening, March 2, beginning at 7:30 p.m. He will also conduct a "Flying Friends" Seminar for non-pilots only, beginning at 8:00 a.m. on Friday.

JENKINS WINS TOOL SCHOLARSHIP



Winner of the \$250 Montana Aeronautics Division Tool Scholarship is Dan Jenkins, East Helena. Jenkins was chosen by the faculty of the Helena Vo Tech School as top aircraft mechanic student. Presenting Jenkins with his scholarship are Fred Hasskamp, Chief, Safety and Education Bureau, and Mike Ferguson, Division Administrator.

IF I COULD WRITE....

By: Bill Woods

(The following is reprinted with permission of the Idaho Aeronautics. It was first printed in their June 1974 issue and reprinted more recently in the February 1987 issue of "Rudder Flutter," the Idaho Aeronautics newsletter. Bill Woods is described as the "'Old Man of the Mountains,' who had flown over 29,000 hours among the Sawtooth Mountains in Idaho's Primitive Area. He had flown horses, cows, hogs, mules, tractors, even lodges together with all their equipment, power plants, and thousands of hunters and fishermen into these mountains in winter and summer of about thirty years of constant flying."

As stated in their preface, "This article may have a long enduring appeal for not only the Idaho pilot but for anyone who dares to dream of that colorful era in aviation which Bill Woods describes.")

"If I could write I'd write of summertime and early morning flight, of pink-tinged mountain peaks with their green fir robes topped with caps of ermine white, of silver rivers far below winding through multicolored canyons, of the soft gray stratus clouds dissolving before the sun's first bright rays.

I would try to tell of the pilot's highway, wide as the world itself, of the peace and eternal solitude and the deep sense of adventure while gliding through shadowy corridors among the ever changing cumulus clouds, and of the sweet, sweet song of a motor's roar, breathing the cold clean air high above the earth-bound dust and smoke as the remote earth, so very far below, slowly breaks into a million sunlit and shadowy patterns.

If I could write I'd try to tell you of mid-day flight when the sun's hot breath has awakened every devilish air current, of a plane being tossed around like a loose leaf before winter's early winds. I would describe that awful feeling of aloneness - the chill terror - and how mere seconds creep by like old and worn out years, as those wind devils slam your plane toward bleak canyon walls, your controls as dead as yesterday's dreams. I'd write of the quick panic you try to hold away as you wait for that lifesaving cushion of air that you can only hope is

trapped beside the canyon wall. I guess I'd even try to make you feel the deep inside hurting of the clatter of an over-worked, over-heated motor fighting for precious altitude while those demanding down-drafts are pulling you down, down, down.

I might even tell you how little and insignificant you feel when a thousand crazy air currents have grabbed your plane and are shaking it much like a hungry cur shakes a meatless bone, of broken tiedown ropes and a heavy load of loose freight floating up tight against the ceiling as the plane itself falls faster than the pull of gravity, and of the chaotic thoughts within your mind while you wait for the solid air and wonder if man-made wings of wood and fabric can take the shock.

If I could write of winter flights when the deep white snows have hidden and locked away every meadow and glade wherein a plane could find a haven, of black storms chasing one another at mile a minute speeds, of sullen clouds pregnant with snow, dragging their bloated bellies along the ground, hiding every familiar landmark, and of flying in blizzards when the visibility is less than a hundred feet and a hundred miles an hour seems like a million. I'd write of the dull, clumsy, dead weight of a plane loading up with ice and of the anguished gasp of a radial motor breathing only wet and freezing air.

I might even try to tell you of how it

feels to be boxed in by the storms, of the helplessness that permeates your whole being while you are using all of the skill, cunning and knowledge that you have accumulated in a lifetime of flying just to hold death away a little longer. I'd write of how you will look at your hands on the controls and marvel at the wonderful pieces of flesh and blood mechanism that they are and wonder must how much longer they will have the life and power to obey the commands of your brain.

I would also tell of how your heart swells to almost a breaking point when you finally get through and of how good the cold clean ground feels beneath your feet, ground that only moments before you had thought that you would never again feel and to walk on.

If I could write, why most of all I would write of how good human companionship is after one of these flights, of how a baby's cry, a child's laughter, a woman's smile or friendly touch is worth more than the tinkle of golden coins in a blind beggar's cup.

But what I could never hope to write about is that inconceivable pull, that ever constant compulsion, stronger and more demanding than steel cables that persists in taking you back and back, as though your soul were a veritable fragment of the air you breathe and fly in. Of that I could never write for I do not have the humble understanding; that belongs to God alone."

HAROLD HAMM SCHOLARSHIP WINNER ANNOUNCED



Winner of the 1989 Harold Hamm Scholarship for scholastic achievement in the aircraft mechanics class at the Helena Vo Tech is Ty Mitchell, Glendive. The \$500 scholarship is made possible through a trust set up by Harold Hamm. The scholarship goes to a worthy Vo Tech aviation student selected by the faculty. Hamm is a retired Mountain Bell executive who, upon retirement, fulfilled a life-long dream to earn his A&P license in order to enhance his hobby of restoring antique aircraft. He is a graduate of the Helena Vo Tech aircraft mechanics course. Pictured above with Mitchell are Hal Keilman (left) and Phil Vittetoe (right), Vo Tech instructors.

TENTATIVE SCHEDULE — 1989 AVIATION CONFERENCE

(Please remember this is a tentative schedule - some sessions may yet be shifted.)

Wednesday, March 1

Afternoon

- 12:00 Booth set-up begins
- 3:00 Registration begins

Evening

- 7:00 Aerial Applicators Dinner

Thursday, March 2

Morning

- 8:00 Aerial Applicators Seminar
- 9:00 MAMA Board Meeting
- 10:00 Mechanics Seminar
- 10:30 Concurrent Sessions

Luncheon

- 11:30 Kick-off Luncheon.
Speaker: Lawrence L. Burian

Afternoon

- 1:30 Aerial Applicators Seminar
- 1:30 FAA Availability Session
- 2:30 Agrobatics
- 2:30 Concurrent Sessions
- 2:30 MAMA Business Meeting
- 3:30 Mechanics Seminar
- 3:30 Concurrent Sessions
- 3:30 Aerial Applicators Business Meeting

Evening

- 7:30 Dr. Jerry Cockrell

Friday, March 3

Morning

- 8:00 AOM Board Breakfast Meeting
- 8:00 Mechanics Seminar
- 8:00 Flying Friends Seminar
- 8:30 Concurrent Sessions
- 9:30 Concurrent Sessions
- 10:30 Concurrent Sessions

Luncheon

- 11:30 Free to Registrants - in the Exhibit Area -
Door Prizes

Afternoon

- 1:30 AOM Open Meeting
- 1:30 Spouses'/Guests Program
- 2:30 Concurrent Sessions
- 3:30 Concurrent Sessions
- 4:00 Heated Hangar Aircraft Display

Evening

- 5:45 Premier - Montana Aviation - "A True Story"
- 6:30 Hosted Hospitality Hour - Display Area

Saturday, March 4

Morning

- 8:00 Mechanics Seminar
- 8:30 MFF Business Meeting
- 8:30 MAAA Business Meeting
- 8:30 EAA Business Meeting
- 9:30 Aviation Careers Program for Youngsters
- 9:30 Concurrent Sessions
- 10:00 MPA Business Meeting
- 10:00 99s Business Meeting
- 10:30 Concurrent Sessions

Luncheon

- 11:30 Speaker: Frank Kingston Smith
Special Awards Luncheon

Afternoon

- 2:15 Concurrent Sessions
- 3:15 Concurrent Sessions

Evening

- 6:00 No-host Hospitality Hour
- 7:00 Banquet
Speaker: Ann Holtgren Pellegrino
- 9:00 MONTANASKA Tour Reunion

Sunday, March 5

- 9:30 AOM Meeting to Receive Bids for 1991
Conference

FAA ISSUES CERTIFICATES

PRIVATE

Jean Cowie White Sulphur Springs
 Jeff Hanson Helena
 William Loop Lakeside
 Brazos Minshew Columbia Falls
 Wayne Garaas Plentywood
 Scott Pierce Reserve
 Richy Knick Culbertson
 Kyle Myhre Scobey
 Christopher Hughes Malta
 Lewis Barnett Stevensville
 Richard Wissenbach Pinesdale
 Michael Majors Billings
 James Weaver Billings
 Tyrel Orth Billings
 Jeffrey Jorgenson Broadview
 Shawn Brumley Shepherd
 Ronald Duffy Bozeman
 William Faulk Bozeman
 Daniel Kane Butte
 Stephan Matson Butte
 Troy Gaylord Bridger

INSTRUMENT

George Hatch Billings
 Lynn Erickson Belt

BALLOON

Brad Culver Helena
 Robbie Culver Helena

INSTRUCTOR

Dwight Deremuiski Bonner
 Harold Graf (Multiengine) Great Falls
 Kenneth Baze Butte
 George Wetherel (Multiengine) Butte
 Clarence Ugrin (Multiengine) Miles City
 Earl Jensen Glendive
 Jerry Simpson (Multiengine) Helena

INSTRUCTOR RENEW/REINSTATE

Christopher Kolstad Wolf Point
 Kyle Artman Whitefish
 Carter Jensen Hinsdale
 Duane Johnson Helena
 Jeffrey Parrott Roundup
 Gary Cormier Billings
 David Iler Billings
 John Landerdahl Bozeman

ROCK CREEK POWER LINE MARKING

By: Fred Hasskamp, Chief
 Safety and Education Bureau

Bonneville Power (BPA) recently received authorization to finish painting the towers supporting the 700-foot AGL-500 Kv power transmission lines which span Rock Creek (southeast of Clinton, Montana).

The tower immediately to the west was air marked by painting it aviation red and white in 1987. A study of the effectiveness of marking by painting aviation red and white was then conducted. As a result of the BPA study, it became clear that painting the towers significantly increased their visibility to pilots under most lighting conditions.

The east tower will be painted aviation red and white when weather permits.



MONTANA AVIATION CONFERENCE — MARCH 1 - 4, 1989

MAIL TO:

Montana Aviation Conference
 P. O. Box 5178
 Helena, Montana 59604

PLEASE PRINT OR TYPE

NAME(S) OF PARTICIPANT(S) (for name tags) _____

ADDRESS _____ PHONE _____

YOUR ORGANIZATION AFFILIATION:
 (choose one for name tag)

MPA _____ 99s _____
 MATA _____ MAAA _____
 MAMA _____ EAA _____
 MFF _____ CAP _____
 Other _____
 Nonaffiliated _____

PLEASE MAKE THE FOLLOWING RESERVATIONS:

NOTE: Meal tickets must be purchased no later than 24 hours in advance.

Reg. Fee — _____ @ \$25 _____ @ \$35 \$ _____
 Thursday Luncheon — _____ @ \$8 \$ _____
 Friday Luncheon — _____ Free \$ _____
 Saturday Luncheon — _____ @ \$8 \$ _____
 Saturday Banquet — _____ @ \$20 \$ _____

TOTAL ENCLOSED: \$ _____

SAFETY UPDATE - MOA

Military Operations Areas (MOAs) consist of airspace of defined vertical and lateral limits established for the purpose of separating certain military training activities from IFR traffic. Whenever a MOA is being used, nonparticipating IFR traffic may be cleared through a MOA if IFR separation can be provided by ATC. Otherwise, ATC will reroute or restrict nonparticipating IFR traffic.

Most training activities necessitate acrobatic or abrupt flight maneuvers. Military pilots conducting flight in Department of Defense aircraft within a designated and active MOA are exempted from the provisions of FAR 91.71(c) and (d)

which prohibit acrobatic flight within Federal airways and control zones.

Pilots operating under VFR should exercise extreme caution while flying within a MOA when military activity is being conducted. The activity status (active/inactive) of MOAs may change frequently. Therefore, pilots should contact any FSS within 100 miles of the area to obtain accurate real-time information concerning the MOA hours of operation. Prior to entering an active MOA, pilots should contact the controlling agency for traffic advisories.

MOAs are depicted on Sectional, VFR Terminal, Area and Low Altitude En Route Charts.



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MEMBER

NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE—"To foster aviation, as an industry as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in research, development, and advancement of aviation; to develop uniform laws and regulations; and to otherwise encourage cooperation and mutual aid among the several states."



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